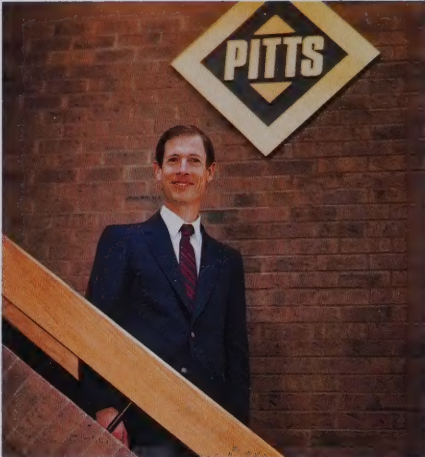




Pitts
Engineering
Construction



We are pleased to have this opportunity to present our experience and capabilities.

Pitts Engineering Construction has a proud history of achievement in both civil and marine construction. We have worked across Canada and throughout the Arctic during forty-five years of operations.

Today Pitts is a leader among Canadian constructors. As part of the Banister Construction Group, we have the resources and financial capability of an international diversified construction corporation.

Our team of dedicated construction professionals is ready to serve you. We commit ourselves to delivering quality workmanship, safely and on schedule.

John Loewen

J.J.F. Loewen
President
Pitts Engineering Construction

Cover left:

The Revelstoke power project, with a total generating capacity of 2,760 megawatts, was completed by Pitts in 1984 for B.C. Hydro.

Cover right:

Norman Throop has been driving for Pitts since 1946.

developments, hydroelectric dams, tunnels, subways, bridges, highways, railways, heavy industrial construction, resource development, and marine work.

Since it was founded in 1942, Pitts has carried out heavy civil contracts totalling more than one billion dollars. An additional billion dollars of construction has been completed by joint ventures between Pitts and other leading construction firms.

Pitts has worked in all of Canada's diverse geographic and climatic regions and completed projects for a wide range of clients including federal, provincial, and municipal governments, public utility companies, and private industry. Now in its fifth decade of operations, Pitts has the experience, versatility, and technical expertise for major civil, industrial, and resource development projects in Canada and abroad.

Pitts Engineering Construction is one of Canada's largest heavy civil construction contractors. Pitts specializes in large-scale energy



Manitoba Hydro's Kettle Rapids dam and powerhouse on the Nelson River was constructed by a Pitts-sponsored joint venture.

Throughout its history, Pitts has played an important role in the development of Canada's natural resources. Nowhere is the company's record of experience more impressive than in construction of power generating facilities. Pitts' first contracts were for excavation at the Shipshaw and Peribonka hydroelectric dams in Quebec for the Aluminum Company of Canada. Since then Pitts has participated in fifteen major hydroelectric developments across Canada.

The largest of these is the Revelstoke dam and powerhouse on the Columbia River near Revelstoke, British Columbia. More than 2.2 million cubic metres of concrete were required for construction of the gravity dam, 2,760-megawatt powerhouse, spillway, and associated structures. Pitts was sponsor and 50% partner of the consortium which completed this \$350 million project in 1984.

Pitts was involved over a ten-year period in a series of major hydroelectric developments on the Nelson River in northern Manitoba. Joint ventures sponsored by Pitts completed the Kettle Rapids dam and powerhouse in 1973, the Long Spruce generating station in 1977, and cofferdams for the first stage of the Limestone project in 1979. A total of six joint ventures in which Pitts participated completed construction worth more than \$300 million. The Nelson River plants have a total generating capacity of 2,000 megawatts.

Also through joint ventures, Pitts participated in construction of the Lower Notch generating station in Ontario, the Jenpeg project on Lake Winnipeg, and an underground powerhouse at Churchill Falls, Labrador. During the late 1970's, Pitts was a participant in joint ventures which constructed the Outardes II project near Baie Comeau and the LG-2 underground powerhouse at James Bay, both in Quebec. Pitts also constructed the Arnprior generating station on the Madawaska River in Ontario.



Pitts built the Arnprior generating station on the Madawaska River for Ontario Hydro.

More recently, the 52-megawatt Francis H. Clerque generating station on the St. Mary's River in Sault Ste. Marie, Ontario was completed in 1982. In 1983 Pitts expanded the generating capacity of a powerhouse in Whitehorse, Yukon by constructing an additional 20-megawatt unit. Pitts also was involved in an extensive rehabilitation of the Great Falls generating station in Manitoba between 1979 and 1981.



Long Spruce is one of three major hydroelectric developments in northern Manitoba undertaken by Pitts during the 1970's.



Construction of a fourth unit expanded the generating capacity of this power station in Whitehorse, Yukon for Northern Canada Power Commission.



Great Lakes Power Corporation's generating station on the St. Mary's River, completed by Pitts in 1982. The Sault Ste. Marie International Bridge (background at left) was built by Pitts in the early 1960's.

Experience with large-scale power projects is not limited to hydroelectric developments. Pitts also participated in construction of coal-fired generating stations at Nanticoke, Ontario and Edmonton, Alberta, the oil-fuelled Lennox station in Ontario, and the Bruce nuclear plants.

Many of the power projects completed by Pitts required large-scale excavation and extensive site development prior to construction. Pitts has carried out earth and rock excavation of all types for a wide range of projects, including power developments, tunnels, and inland waterways. Excavation and earthmoving have been primary areas of expertise throughout the company's history.

A few of the larger excavation projects completed by Pitts include the St. Lawrence Seaway power development near Cornwall, Ontario (12 million cubic metres), construction at Notre Dame Island for Expo '67 (5 million cubic metres), and canal reconstruction near Welland, Ontario (30 million cubic metres).



Construction of the Townline rail and vehicle tunnel beneath the new Welland Canal for the St. Lawrence Seaway Authority was one of Pitts' largest excavation projects.



Worker refuelling excavator.



Lignite coal handling facility at Thunder Bay, Ontario required a combination of land and marine construction techniques.



Concrete-lined tunnel 13 m in diameter and 550 m long constructed by Pitts to divert the Columbia River as part of B.C. Hydro's Revelstoke power project.

Pitts' extensive excavation experience has been successfully applied to surface mine development. Site preparation and stripping have been carried out at the Steep Rock Iron Mine and Adams Mine in Ontario and at Sherritt-Gordon's nickel mine at Lynn Lake, Manitoba. Pitts has also carried out maintenance and expansion contracts for mining operations in the Sudbury area for clients such as Inco, Falconbridge, and Denison Mines. Pitts' involvement in mine development has ranged from mass excavation to feasibility studies to construction of access roads and railway lines.

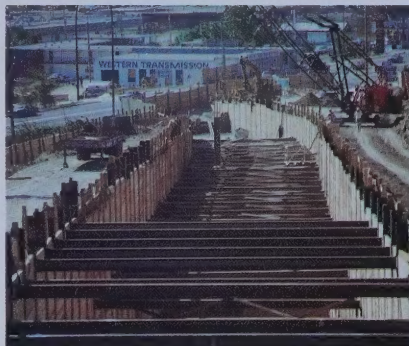
Site development has also been part of many heavy industrial contracts. Pitts carried out site grading and installation of sewer and water lines for Canadian Industries Limited at Courtwright, Ontario. In 1981 foundations were completed for Turbo Resources' new refinery near Calgary, Alberta. The enormous Thunder Bay terminal complex on Lake Superior also rests upon foundations built by Pitts.

Pitts' experience in heavy industrial work includes a range of projects: holding tanks for sewage treatment in Ottawa, cement silos on the Toronto waterfront, a ship repair facility in Newfoundland, pumphouses and circulating water lines for the Nanticoke, Lennox, and Keephills generating stations, and bulk-material-handling facilities at Thunder Bay and Point Tupper, Nova Scotia.

Pitts' participation in mine development and large-scale power projects has frequently involved construction of tunnels. As far back as the 1950's, Pitts joint ventured to construct a 16.5 m (54-foot) diameter tunnel for the Queenston power plant at Niagara Falls, Ontario. Another Pitts joint venture completed the 13 m (43-foot) diameter diversion tunnel for the Revelstoke dam and powerhouse project in 1978. In 1981 Pitts constructed twin diversion tunnels for the Dickson Dam project near Innisfail, Alberta.

Pitts built five major tunnels for the railway from Port Cartier to Quebec Cartier's mine in northeastern Quebec. A series of unusual contracts undertaken by Pitts included rail, vehicle, and river tunnels beneath the Welland Canal as part of the Welland reconstruction project. Pitts joint ventures completed the Thorold and Townline tunnels by co-ordinating land and marine construction operations.

Transportation is another field in which Pitts has played an important role. The company's tunnelling expertise has been applied to subway construction. Pitts participated in building Canada's first subway system in Toronto during the 1950's. Half of the original Yonge Street line was constructed by Pitts through a joint venture partnership. Pitts also built two sections of the east-west Bloor Street line, including three stations and the award-winning Rosedale Valley bridge.



Subway projects have since been completed in three other Canadian cities. Pitts constructed 750 m (2,460 feet) of cut-and-cover tunnel and a number of grade separations for Calgary's light rapid transit system. In Vancouver, twin bored tunnels, a section of cut-and-cover tunnel, and a major transit station were completed in 1985 for the city's light rapid transit project. Also in 1985, Pitts constructed two subgrade transit structures in Ottawa for the new bus transit system.



◀ Cut-and-cover construction of a section of light rapid transit line for the City of Calgary.



Vancouver's ALRT (advanced light rapid transit) system was completed for Expo '86. Pitts built this station near B.C. Place Stadium and carried out tunnel construction for part of the downtown line.

Pitts' contributions to modern transportation have included major railway projects in remote northern regions and through rugged terrain. Construction of the 322 km (200-mile) Quebec Cartier railway in northeastern Quebec was one of the most difficult railway projects in Canadian history. The 235 km (145-mile) railway from Sherridon, Manitoba to Sherritt-Gordon's nickel mine at Lynn Lake presented similar challenges.

An important portion of CP Rail's upgrading program in the Selkirk Mountains was carried out by Pitts between 1984 and 1987. A seven-span, high-level railway bridge, a 1,230 m (4,035-foot) rail viaduct, a section of grade with retaining walls, and a tunnel portal were constructed in Rogers Pass, near Revelstoke, British Columbia.



Installing soil anchors for a retaining wall for CP Rail in Rogers Pass, British Columbia.



Pier construction for CP Rail's Stoney Creek Bridge in Rogers Pass, British Columbia.



Pitts constructed major portions of the Macdonald-Cartier Freeway (Highway 401) in Ontario.

Highway and expressway construction is another area in which Pitts has extensive experience. In Toronto the company completed five sections of the Gardiner Expressway and twenty-two contracts for reconstruction of the Macdonald-Cartier Freeway (Highway 401) and the Queen Elizabeth Highway.

Pitts built major portions of Montreal's Bonaventure Expressway and University Avenue extension. Also in Montreal, the company performed similar work at Mirabel Airport, constructing and paving runways, ramps, and aprons. In the Maritimes, Pitts built harbour arterial roads in St. John's and Cornerbrook, Newfoundland and in Saint John, New Brunswick.

Highway construction has also been carried out in non-metropolitan areas. Pitts has built many access roads in remote locations in conjunction with major hydroelectric and mine developments. A number of highway contracts have been completed by Pitts throughout Ontario, including part of the Trans-Canada Highway.



Pitts has completed important construction projects in the Maritimes, including this arterial road in Cornerbrook, Newfoundland.



Planning and good communication are essential to efficient construction operations.

Numerous bridges, overpasses, and cloverleafs have been constructed for highways and expressways in both urban and rural locations. One of the most notable of these projects is a twin overpass structure in west Toronto. The Islington Avenue overpass was the first precast segmental bridge built in Ontario.

Pitts is also a leading constructor of long-span, high-level bridges over water. The sub-structures of both the Sault Ste. Marie International Bridge over the St. Mary's River and the Cornwall-North Channel International Bridge over the St. Lawrence River were built by Pitts.

More recently, Pitts completed the 1 km (.6-mile) Norris Whitney Bridge across the Bay of Quinte near Belleville, Ontario in 1982. The Hunt Club Bridge in Ottawa, a twin six-lane structure over the Rideau River, was completed in 1985.



Pouring a concrete pier for a six-lane bridge over the Rideau River for the Regional Municipality of Ottawa-Carleton.



Twinning a railway bridge for Canadian National near Edmonton, Alberta.



The one-kilometre Norris Whitney Bridge over the Bay of Quinte in Belleville, Ontario was completed in 1982 for the Ontario Ministry of Transportation and Communications.

Pitts' construction experience can be broadly categorized as resource development, heavy industrial, and transportation projects. In all of these types of work, one particular area of expertise has given Pitts a competitive edge. Pitts was a pioneer in the development of effective methods for winter construction. The ability to carry out construction operations year round is especially important for projects in remote regions of northern Canada.

Pitts' Arctic experience spans more than twenty-five years and includes a variety of heavy civil and marine construction projects. Pitts completed the Frobisher Bay military refuelling base and townsite in the Northwest Territories, airfield facilities at Goose Bay, Labrador, and five ballistic missile early warning stations along the Labrador Coast. At Churchill, Manitoba on Hudson Bay, Pitts constructed access roads, installed the water supply system, and dredged the harbour over a twenty-year period.

The Nelson River power developments in northern Manitoba were constructed on a year-round schedule, as was the Whitehorse power project in the Yukon. Due to Canada's severe climate, winter construction techniques have proved advantageous and cost-effective for projects in all parts of the country.

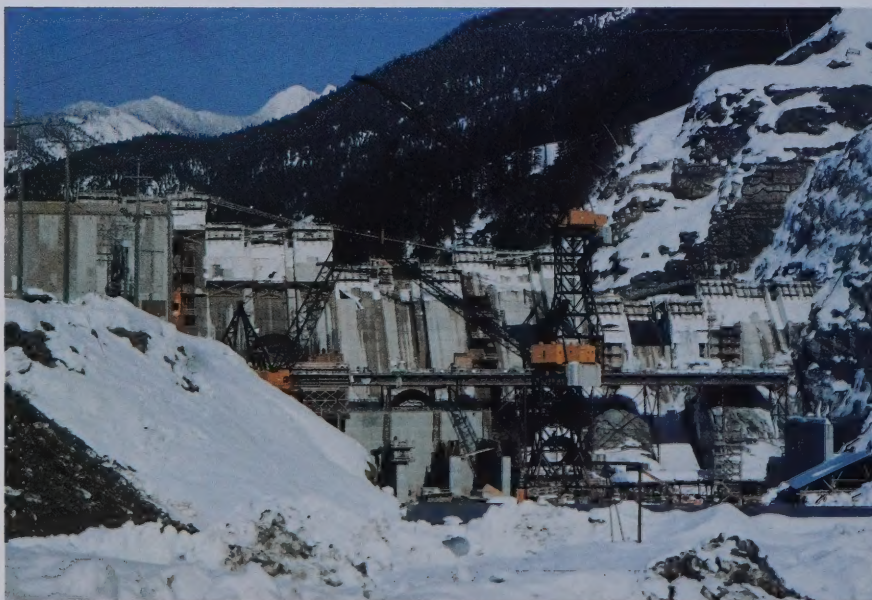
Pitts' heavy civil construction experience is so extensive that only primary areas of operation have been described. Within each category, dozens of projects have been undertaken, each presenting its own challenges. Pitts' continued success results from its reputation for quality and reliability, its dedication to excellent service, and its demonstrated versatility on construction projects across Canada.



Pitts has over twenty-five years experience in construction of major projects in northern Canada and under severe winter weather conditions.



Mobilizing personnel and equipment to remote locations, establishing camps, and providing warehousing and maintenance facilities can prove to be just as challenging as construction of the project.



Pitts' eight-year involvement in the Revelstoke power project demonstrated its expertise in working year-round under conditions of frozen ground, heavy snowfall, and cold temperatures.

Pitts Engineering Construction was founded in Ontario in 1942. A Canadian company, Pitts works across Canada and has begun operations in the United States.

Pitts is wholly owned by Banister Continental Ltd., the parent company of the Banister Construction Group. Pitts has permanent offices in Toronto, Ontario and Edmonton, Alberta and project offices at various locations across Canada.

The Banister Construction Group's diversified capabilities include pipeline, heavy civil, marine, industrial, and underground utility construction.

Pitts Engineering Construction

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